# Create a More Efficient Freight Network

Implementation Action Area #1: Create a National Vision and Federal Program for Freight

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Support the	Federal	MAP-21 eEstablished a method	Revise
implementation of	(Congress,	to formulate a national freight	
<u>a Create a vision</u>	U.S. DOT)	<del>plan</del> policy, as well as a National	
for a federal role in		Freight Network and a Primary	
transportation that		Freight Network. Support the	
<del>includes a</del> national		development and	
freight policy <u>and</u>		implementation of these efforts.	
<u>freight</u>		that can guide regional and state	
<u>networks</u> with		efforts to improve the freight	
dedicated funding		systems. Create a _systematic	
and corridors of		funding program for freight	
national		improvements. This will help	
<del>significance</del>		alleviate interstate highway, rail,	
		and airport congestion and	
		provide redundancy for the	
		times when other parts of the	
		national transportation system	
		are overburdened.	

#### **Implementation Examples:**

- MAP-21 <u>calls</u> for strategic investment in transportation and operational improvements with a goal of improved system performance. It charges U.S. DOT with establishing a two-part National Freight Network, one network being "primary" and the other "rural". The National Freight Network will serve as a target for state investment. However, the Network does not include freight rail, which carries about 42 percent of the nation's ton-miles (a unit that measures a ton of freight moving one mile).
- U.S. DOT will establish performance measures for the National Freight Network. Within
  one year after rulemaking, states must develop and report on state performance targets
  for freight movement. While performance targets have not yet been designated, they
  may include anticipated changes in hourly delay, average travel speeds, and the
  condition of connectors between the interstate system and intermodal terminals. Every
  two years, U.S. DOT will prepare a report on the performance of the national freight
  system.
- U.S. DOT will also develop a national freight strategic plan that will periodically review the condition and performance of the National Freight Network and will identify significant bottlenecks over a 20-year forecast horizon. The plan must also outline best practices and strategies for improving the system.

• Revisions reflect progress made in MAP-21.



Action	<u>Lead</u>	<u>Specifics</u>	Retain/Revise/
	<u>Implementers</u>		Complete/Delete
Expand federal	<u>Federal</u>	MAP-21 defines the National	This is a potential
policy to include a	(Congress,	Freight Network and Primary	new implementation
truly multimodal	U.S. DOT)	Freight Network as highway	action.
freight network		systems. Work to expand these	
		networks to include other modes	
		critical to goods movement, and	
		to expand the highway network	
		beyond the 27,000-mile cap	
		established in MAP-21.	

**Formatted:** Indent: Left: 0.5", No bullets or numbering

**Formatted:** Space After: 0 pt, Line spacing: single



Action	<u>Lead</u>	<u>Specifics</u>	Retain/Revise/
	<u>Implementers</u>		Complete/Delete
Provide dedicated,	<u>Federal</u>	MAP-21 fails to provide	This is a potential
performance-based	(Congress,	dedicated funding for a national	new implementation
funding for freight	U.S. DOT)	freight program. Dedicate funds	action.
improvements		to that purpose from freight user	
		fees, and allocate these funds	
		using performance criteria.	

**Formatted:** Indent: Left: 0.5", No bullets or numbering

**Formatted:** Space After: 0 pt, Line spacing: single



Action	<u>Lead</u>	<u>Specifics</u>	Retain/Revise/
	<u>Implementers</u>		Complete/Delete
Provide an	<u>Federal</u>	MPOs should be directly	This is a potential
engaged role for	(Congress,	involved in the state freight	new implementation
MPOs in freight	U.S. DOT)	planning process. They should	action
planning and		also have a key decision-making	
project selection		role in the prioritization and	
		selection of freight projects for	
		funding.	



# Implementation Action Area #2: CREATE Rail System Improvements

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Build a larger	Federal	To heighten the status of this the	Retain
national	(Congress,	<u>CREATE</u> program at the federal	
coalition to	U.S. DOT),	level, the its importance of it and	
support <u>the</u>	State (General	its and benefits need to be	
CREATE	Assembly,	communicated to stakeholders	
<u>Program</u>	IDOT),	(elected officials, other MPOs,	
	Amtrak,	business community, public)	
	Metra, CMAP,	throughout the country in order to	
	municipalities,	gain broader endorsement,	
	freight	support, and funding.	
	railroads		

# **Implementation Examples:**

• In June 2013, representatives from the CREATE partnership, along with representatives from Metra, the Association of American Railroads, the Illinois Chamber of Commerce, and labor groups participated in a <a href="roundtable">roundtable</a> convened by the Congressional Railroads Subcommittee to discuss the program's national importance, examine progress and consider needs moving forward.

# Rationale for Retain/Revise/Complete/Delete Assessment:

• Slight text edits to improve readability.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Secure funding to	Federal	Identify funding sources for to	Retain Revise
complete the	(Congress,	complete the continuing	
CREATE Program	U.S. DOT),	implementation of the CREATE	
	State (General	Program-infrastructure	
	Assembly,	improvements. Funding sources	
	IDOT),	that should be explored include,	
	Amtrak,	but <u>are</u> not limited to, <del>include the</del>	
	Metra, CMAP,	following: local, state, and federal	
	municipalities,	grants; bond or loan	
	freight	opportunities <mark>,; <u>freight</u> railroads;,</mark>	
	railroads	and other private sources, and	
		user fees.	

- CREATE has been successful in the federal Transportation Investments Generating
  Economy Recovery (TIGER) program, a discretionary grant program. CREATE <u>received</u>
  \$100 million in TIGER I in FY 2009, and an <u>additional</u> \$10.44 million in TIGER IV in FY
  2012
- The program was <u>awarded</u> \$322 million through the Illinois Jobs Now! state capital program. Illinois Jobs Now! was first appropriated in FY 2009.

- This action remains a priority for CMAP and the region.
- "User fees" would be paid by the freight railroads, so it is redundant to include both in the list of potential revenue sources. Other slight text revisions made to improve readability.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Prioritize and	Federal (U.S.	Prioritize the remaining projects	Revise
implement the	DOT), State	based on criteria that factor in	
CREATE	(IDOT),	project readiness, available	
Program	Amtrak, Metra,	funding resources, and public	
	City of Chicago,	benefit, and aggressively work	
	freight railroads	to implement all of the 71	
		remaining projects.	

• The CREATE program <u>lists</u> 17 completed projects as of May 2013, and announced the completion of the Blue Island modernization project (WA10) in September 2013 and completion of the 71<sup>st</sup> Street grade separation in Bridgeview (GS14) in November 2013.

# Rationale for Retain/Revise/Complete/Delete Assessment:

• The CREATE website <u>lists</u> a total of 70 projects in the program, not 71 projects. Use "remaining" to keep this text relevant as future CREATE projects are completed.



Action	Lead	Specifics	Retain/Revise/
	Implementers	_	Complete/Delete
Develop the next	State (IDOT),	Develop a <u>"</u> CREATE II <u>"</u>	Retain Revise
phase of rail	Amtrak,	program <del>so that</del> to ensure the	
improvements	Metra, CMAP,	regional rail system has the	
	municipalities,	capacity to efficiently handle	
	freight	<del>potential</del> future traffic loads	
	railroads	and meshes-intermodal	
		transferswith an efficient	
		system for local pick-up and	
		delivery. CREATE II should	
		seek to improve operating	
		speeds and reduce congestion	
		on all major mainline routes	
		traversing the Chicago region	
		and <del>by</del> also increase terminal	
		capacity.	

 The Elsdon Subdivision project, one of the projects envisioned in planning studies leading up to the GO TO 2040 freight system recommendations, was implemented in Fall 2013 through an agreement between the CN and CSX railroads, approved by the Surface Transportation Board.

- This action remains a priority for CMAP and the region.
- Added Amtrak to "Lead Implementers".
- Wording change to emphasize intermodal transfers over truck drayage.

# Implementation Action Area #3: Regional Trucking Improvements: Truckways, Truck Routes, Delivery Time Management, and Restrictions

Action	Lead	Specifics	Retain/Revise/
	Implementers	•	Complete/Delete
Identify	State (IDOT,	Identify appropriate facilities and	Revise
opportunities for	Tollway),	corridors for via truckways or truck-	
dedicated freight	Freight	only lanes, in order to improve safety	
truck corridor	Authority,	and increase efficiencies through by	
systems	CMAP, counties,	separating large trucks and passenger	
	municipalities	vehicles. Provide an alternative for	
		freight to avoid certain corridors due	
		to peak <u>-period</u> hour-passenger vehicle	
		congestion. Engage freight-industry	
		stakeholders and communities in	
		early discussions.	
		Suggested corridors to study:	
		• Illiana Expressway	•
		I 55/Stevenson Expressway	
		Connections between	
		intermodal freight terminals	

Formatted: Normal, No bullets or numbering

# Implementation Examples:

- This action refers to specific corridors which may need to be revised.
- Added "counties" to Lead Implementers.
- Slight text revisions for clarification. Elimination of specific corridors from text.

	Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
1	Implement dedicated and managed truckways	State (IDOT, Tollway), Freight Authority, CMAP, counties, municipalities	Preserve right-of-way in potential corridors. Engage in feasibility studies and, if appropriate, preliminary engineering and construction. Provide freight-friendly appropriate designs, including pavement design, geometrics, sight distance, and land-lane widths. Engage PPPs, as	Revise

Dedicated truckways are one option being considered in the <u>I-55 Managed Lane Project</u>.
 That study was initiated in April 2012 and is expected to be completed in early 2014.
 The scope of this project includes one new lane in each direction from I-90/94 to I-355; various managed lanes strategies could include an express toll lane, high-occupancy vehicle lane, high-occupancy toll lane, congestion-priced lane, or other strategies.

- Added "counties" to list of "Lead Implementers".
- Slight text revisions.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Manage <u>the</u>	State (IDOT,	Analyze, evaluate, and	Retain Revise
transportation system	Tollway), CMAP	institute congestion pricing	
to reduce peak-period		on selected road segments.	
congestion through			
congestion pricing			

- In late 2012, CMAP launched a new microsite to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, expresslane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.
- The above study looked at five expressway projects as recommended by the GO TO 2040 comprehensive regional plan. These included two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

#### Rationale for Retain/Revise/Complete/Delete Assessment:

• Slight text correction to "Action" text.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Catalog and update	State (IDOT),	Analyze and map existing truck	Retain
the region's truck	CMAP, counties,	routes. Identify the gaps and	
routes	municipalities	inconsistencies in the current	
		routes. Coordinate a logical and	
		efficient system to update and	
		implement a regional network	
		of truck routes.	

- CMAP <u>published</u> an updated Regional Freight System Planning Map in March 2013, along with a Chicago Freight System Planning Map. These maps include truck routes.
- As of Fall 2013, the City of Chicago was wrapping up its UWP-funded study of truck routes, with suggested recommendations.

# Rationale for Retain/Revise/Complete/Delete Assessment:

• This action remains a priority for CMAP and the region.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Address delivery	Counties,	Assess local delivery times and	Retain
times and parking	municipalities	parking restrictions. Make	
restrictions		changes where possible to reduce	
		peak-period truck travel.	

• In April 2013, CMAP <u>published</u> a revised Regional Freight System Planning Map with Level of Overnight Delivery Regulation, as well as a revised Regional Freight System Planning Map with Level of Truck Parking Regulation. CMAP had collected the information as part of its biennial municipal survey.

# Rationale for Retain/Revise/Complete/Delete Assessment:

• This action remains a priority for CMAP and the region.



# Implementation Action Area #4: Organization and Public Policy

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Explore the	State (IDOT,	Analyze and plan to establish a	Retain
establishment of a	Tollway),	Freight Authority, preferably	
governance	CMAP, counties,	within an existing agency, to serve	
structure, such as	municipalities,	as an oversight agency for	
a Freight	freight carriers	coordinating freight issues and	
Authority, to		investments in the Chicago region.	
identify issues,		The Authority should bring	
guide investments		together the public and private	
and advocate on		sectors, working together toward	
behalf of the		accomplishing goals of mutual	
region		interest and benefit to the region.	
		In its oversight capacity, the	
		proposed body would have the	
		authority to collect revenue (such	
		as user fees or tolls) and issue	
		bonds. The agency's oversight	
		responsibilities would include all	
		freight modes, as well as freight-	
		related economic development	
		opportunities within the region.	

# **Implementation Examples:**

CMAP is convening the Regional Freight Leadership Task Force to meet this call. The
task force will first meet in October 2014 and is expected to produce a report for the
CMAP Board in June 2014. The task force is <u>composed</u> of members from the private,
public, and non-profit sectors, and will address potential institutional responses to the
region's freight issues.

# Rationale for Retain/Revise/Complete/Delete Assessment:

• This action remains a priority for CMAP and the region.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Conduct further	<u>Federal</u>	The largest hurdle to	Revise
study to	(Congress, U.S.	implementing improvements	
implement use <u>r</u>	DOT), State	for freight is identifying	
fees <del>-or container</del>	(IDOT, Tollway),	funding and securing a	
<del>charges</del>	CMAP, counties,	revenue stream. The region	
	municipalities,	should actively study various	
	freight carriers	methods to collect user fees <u>as</u>	
		<u>a on container shipments as</u>	
		potential revenue source <u>for</u>	
		freight improvements.	

- There are potential constitutional issues with container fees levied by states or local governments. This action was reworded more generally to support freight user fees.
- Added Federal partners to the list of "Lead Implementers". The federal government will likely play a critical role in the development of freight user fees.

# Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure Prioritization

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Include freight-	State (IDOT,	Develop measures that take	Retain Revise
related	Tollway),	into account freight needs and	
performance	CMAP,	deficiencies in evaluating	
measures in the	counties,	potential transportation	
project evaluation	municipalities	improvements. This	
process		performance-based approach	
		will provide a more transparent	
		and quantitative means of	
		project evaluation, and instill	
		more accountability into the	
		project selection process.	

# **Implementation Examples:**

# Rationale for Retain/Revise/Complete/Delete Assessment:

• This Slight text correction to the "Action".

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Enhance freight	CMAP	Develop more robust modeling	RetainRevise
modeling		tools that will better predict the	
capacity		impacts of local and regional	
		impacts of freight based on	
		changes in national and global	
		freight systems on local and	
		regional freight movements.	
		Also, <del>assist to</del> facilitate a better	
		understanding of regional	
		freight movements and their	
		impacts on theour	
		transportation network as well	
		as nearby land use.	

- CMAP has been working with consultants to develop a mesoscale freight model. That model would act as a middle approach to translate large-scale, global economic trends to the detailed regional transportation system. In June 2011, the team published "A Working Demonstration of a Mesoscale Freight Model for the Chicago Region", including a final report and user's guide.
- Consultants have also developed a draft "<u>Agent-Based Economic Extension to the Meso-Scale Freight Model</u>". This model will better explain micro-scale freight decisions for regional analyses.

- This action remains a priority for CMAP and the region.
- Slight wording changes to improve readability.